Subject No. 491.

Dual management of channels.

Summary of discussion.—The channels should be placed entirely in the charge of Revenue officers. At present, the dual control does not work well. The collectors of revenue under the channels should also have the exclusive management of the channels.

Dewan's reply.—The distribution is now under Revenue authorities. Represent to Deputy Commissioner in individual cases in which any redress is required.

Subject No. 492.

Tolls on Coorg Frontier.

Summary of discussion.—The transport of coffee from Coorg was formerly in favor of Tellicherry. Of late years, a great deal of it comes to Hunsur, where two coffee curing factories have been established. But the tolls recently established by the Mysore Government on the Coorg Frontier will press heavily on the coffee thus brought in, as they entail an addition of ten annas per ton to the cost of transport. If, in consequence of this, it becomes necessary to close even one of the coffee curing factories, the amount of money lost to Mysore will be very great, as each of these factories employs during the season, a very large number of coolies besides about one hundred carts a day. In addition to the Mysore toll bar on the Mysore side of the bridge across the Cauvery river on the frontier, there is the Coorg toll bar on the Coorg side. There are thus two toll gates within about 100 yards of each other, which is manifestly excessive and inconvenient to the public. For example, the Speaker who has an estate of twenty-four miles from Hunsur has (for his carriage and pair) to pay tolls to the extent of Rs. 3 for every visit he pays to the estate, namely, Rs. 2 to the Coorg Government and Re. 1 to the Mysore Government. As a feeder for the railway, the transport of coffee and oranges should be encouraged, and the condition of the roads improved. It would be some justification for the levy of these tolls if, at least, a larger allotment were made for their maintenance.

Dewan's reply.—It is because the necessity for larger allotments for the maintenance of these through roads has arisen that a system of tolls has very recently been established. In doing so we are only following the example of our neighbours. Out of the additional receipts thus derived, we propose increasing road maintenance grants. Two toll bars, within a short distance of each other, are certainly inconvenient to the public, and it may be a good arrangement to have one levy on behalf of both Governments and to divide the receipts between the two. Will the Coorg authorities agree to this ?

[*Note.*—Mr. B. Krishnappa (Pensioned School Master and R. M. from Hunsur Taluk) pointed out that Mysore levies tolls on traffic entering Mysore Territory and not on traffic leaving Mysore Territory, whereas Coorg levies tolls on both in-coming and out-going traffic. This was noted by the Dewan for consideration.]